



Hongkong Daily Press

ESTABLISHED 1867

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TIME-TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 " " 9.30 " " 10 " "
9.30 " " 11.00 " " 15 " "
11.30 " " 12.30 p.m. " 15 " "
12.30 p.m. " 2.30 " " 10 " "
2.30 " " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "

NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m., 11.45 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes.

SATURDAY.
Extra Car—12 midnight.

SUNDAYS.
7.30 a.m. to 7.45 a.m.
8.00 a.m. to 9.30 a.m. every 15 minutes.
9.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " 15 " "
12.00 noon " 1.00 p.m. " 10 " "
1.00 p.m. " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "

NIGHT CARS.
As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Building, Des Voeux Road.

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TIME-TABLE.

On and after FRIDAY, SEPTEMBER 10th, 1921, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Station	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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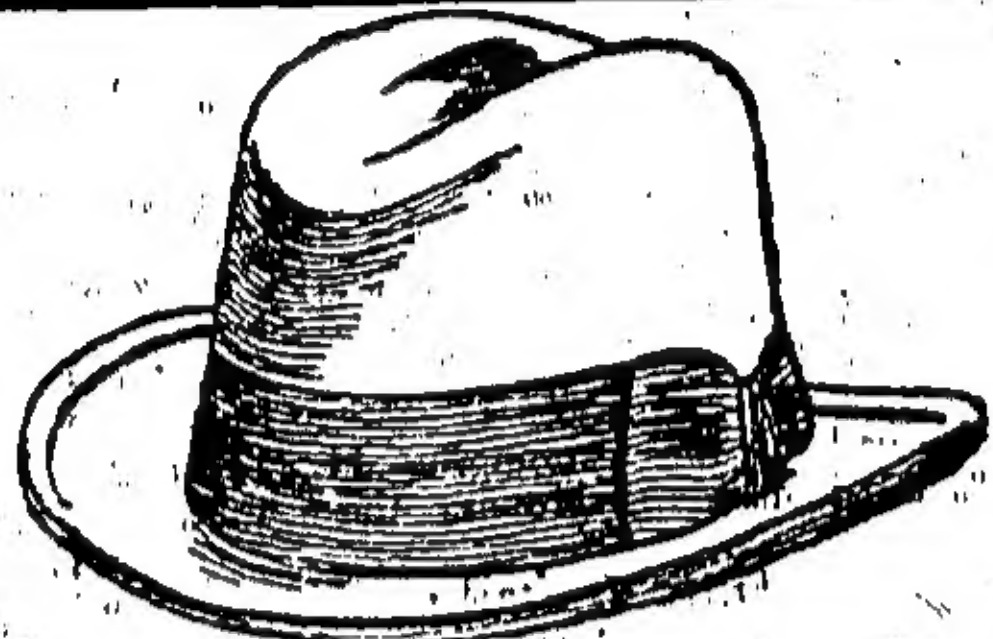
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ANNUAL RACE MEETING.

PROSPECTS OF TO-DAY'S DERBY.

Patron.—His Excellency Sir R. E. Stubbs, K.C.M.G.

Honorary Stewards.—His Excellency Vice-Admiral Sir A. L. Duff, K.C.B.; His Excellency Major-General Sir John Fowler, K.C.M.G., C.B.; D.S.O.; Hon. Mr. Claud Severn, C.M.G.; Commodore W. Bowden-Smith, C.B.E.

Stewards.—The Hon. Sir C. Paul Chatter, Kt., C.M.G.; Lieut.-Col. G. K. Hall Brutton, R. R. Dyer, Esq., Henry Humphreys, Esq., Sir Wm. Rees-Davies, Kt., D. G. M. Bernard, Esq., J. Bell-Irving, Esq., Brig.-Gen. E. B. Macnaghten, C.M.G., D.S.O., Hon. Mr. A. G. Stephen, H. P. White, Esq.

Stewards in Charge of the Scale.—Lieut. Col. G. K. Hall Brutton, Henry Humphreys, Esq.

Judge.—F. B. Marshall, Esq.

Assistant Judge.—D. E. Clark, Esq.

Starter.—Brig.-Gen. E. B. Macnaghten, C.M.G., D.S.O.

Second Starter.—W. D. Fiddes-Wilson, Esq.

Time Keeper.—M. S. Sassoon, Esq.

Surgeon.—Dr. C. Forsyth.

Secretary.—E. J. Chapman, Esq.

Treasurers.—Messrs. Linstead and Davis.

Clerk of the Course.—H. Birkett, Esq.

Splendid weather yesterday favoured the opening of the Hongkong Jockey Club's annual meeting. After the heavy rains of the previous few days the morning broke bright and clear and so remained throughout the day. The sun, to be sure, was little in evidence, but the little nip in the air was not unpleasant; it was, in fact, a brisk tonic.

As the result of the rain the course was on the heavy side, though it cut up a deal less than might have been expected. Certainly there were fewer surprises than were anticipated and favourites came home in quite a few of the races. In point of fact, the results of the first two races suggested that form, as known to early morning watchers, was to work out well, but there was an upset or two to come. Curiously enough the same jockey—Mr. Pinkerton—was responsible for the two biggest surprises of the day, Benz and Hatton, and, just as curiously, both ponies paid the same dividend, \$93 for a win.

The crowd present was not so large as has been seen in former years, though the stands and enclosure were quite well filled after time. Ladies have been more numerous present on past occasions, but the opening day seldom sees them present in full force. The re-arrangement of the betting booths and cash sweeps made for greater comfort and, considering that space is limited, had been well effected, and met with keen approval on the part of all acquainted with the general discomfort that attended the placing of a bet at previous meetings.

His Excellency the Governor, with Lady Stubbs and Mr. Eric Rice arrived at 12.40 and were met by Sir Paul Chatter and Sir William Rees-Davies, two of the Stewards, and Mr. Birkett, Clerk of the Course.

One notable absentee was Sir Ellis Kadoorie who was slightly indisposed and was therefore denied the pleasure of seeing Repulse Bay Chief win the Garrison Cup, for which it started favourite, very comfortably indeed.

The Band of H.M.S. Hawkins was present and added to the day's enjoyment by rendering the following programme:—

March....."Leonidas"
Overture....."French Comedy"
Fox Trot....."Top Hole"
Vals....."Love's Lullaby"
Selection....."Patience"
One Step....."Speed"
Fox Trot....."Ain't We Got Fun"
Selection....."Irene"
One Step....."Hongkong"
Selection....."Francis and Day 29th Selection"

Fox Trot....."Avalon"
Vals....."Blowing Bubbles"
One Step....."Camouflage"
Fox Trot....."Whispering"

The racing was interesting throughout, though it was marked by nothing really sensational. Mr. Hill had a good day with four wins, Mr. Pinkerton rode two big-priced winners, while Mr. Knoll had the tantalising experience of riding five seconds and one third without once getting his mount in front at the winning post. The times generally were somewhat slow which suggests that the track, though it did not cut up badly, was even heavier than it looked. The times, in point of fact, were practically early morning gallop times, but if the drying wind holds they should be improved upon to-day.

Form, as has been said, worked out truly in the first two races, but the third—the Kalgan Plate—proved something of a surprise. The race was voted a good thing for Knoll's mount, Mossie Tile, and it certainly got off well. But it was challenged in the early stages by Bull Finch and, when it had shaken off the attentions of Lady Chatter's horse, by Mountain Bear in the straight. Both Mr. Hill and Mr. Knoll rode strongly, but Mountain Bear got home by a short head to return the nice dividend of \$64.

The Trial Plate is generally regarded as a "try-out" for the Derby, though the distance is a quarter of a mile less, but of yesterday's race all that can be said is that, if the running was true and Sincerity Dahlia is, as has generally been supposed, Sir Paul's best, the chances of Sir Paul winning the Derby this year are slight. The race was run in very slow time—over sixteen seconds outside record—and Roman Pride, which started equal favourite with Sincerity Dahlia at, roughly 6 to 4, won, very readily. The odds against Martial Dahlia, which finished third, were 14 to 1 and of Shining Star, which finished second, 15 to 1. But Sincerity Dahlia's form seemed too bad to be true.

Then, again, what was amiss with Sun Star in the Racing Stakes? He started a raging hot favourite and could only run third to a rank outsider in Hatton and Bolebis which was second favourite. Sun Star ran quite without fire and showed none of the life and courage which marked his training gallops.

Of the other Derby ponies, which were seen out, Stephanotis, Benz, and Roman Pride were winners, and the former's time, considering the going was fairly good while that of Roman Pride was 16 seconds outside record for the mile and a quarter. Neither was pushed, however, and it is difficult to say how much they had in hand. The same may be said of Benz who won the Victoria Stakes by a length in 2 min. 07 4/5 sec., but who seemed to have quite half a stone in hand. The Derby looks like being quite an open race to-day.

It is worth remarking that the public in the Garrison Cup correctly anticipated the result. The pari-mutuel odds were, roughly, 7 to 4 Repulse Bay Chief, 4 to 1 Miserrimus Doleful and 8 to 1 Pawshop, and they were placed in the order named. The results were:—

1.—THE WONG-NEI-CHONG STAKES.

Winner \$800. Second \$200. Third \$100. For "A" Class subscription griffins and horse bazaar subscription griffins of any season non winners. (Jockey allowance) half a mile.

Dr. C. Forsyth's Hurry-up, 150 lbs. (Mr. T. W. Doyle) 1

Mr. John Peel's Cassia River, 155 lbs. (Mr. W. S. Dupree) 2

Mr. Dynasty's King Harry, 159 lbs. (Mr. A. V. White) 3

Mr. Cragholm's Bajardo, 150 lbs. (Capt. Fisher) 0

Mr. H. B. L. Dowbiggin's Batman, 155 lbs. (Mr. H. Seth) 0

Mr. Duds' Fishshop, 150 lbs. (Mr. J. M. Remelice) 0

Mr. Dyer's Kilmarnock, 158 lbs. (Mr. Knoll) 0

Hon. Mr. P. H. Holyoak's Daybird, 153 lbs. (Mr. Sewell) 0

Mr. A. R. Lowe's The Mite, 147 lbs. (Capt. Spinks) 0

Mr. Topside's Mountain Goat, 152 lbs. (Mr. A. L. Pinkerton) 0

Mr. Towers' Majolica Tile, 150 lbs. (Mr. C. R. Thompson) 0

Mr. J. M. C. Basto's Adversariat, 159 lbs. (Mr. F. M. L. Soares) 0

Mr. John Bell-Irving's Moses Main-chance, 158 lbs. (Mr. J. Bell-Irving) 0

After a false start the ponies got away in a bunch, with Hurry-up leading and Cassia River and King Harry second and third respectively. This order was maintained to the Rock and continued to the bend. On entering the straight Hurry-up greatly improved his lead. Cassia River came up on the outside and an exciting contest ensued with King Harry for second place. The ponies passed the judges with Hurry-up leading by three lengths and Cassia River half a length ahead of King Harry.

Time: 1 min. 23 1/2 sec.

Pari-mutuel. Cash Sweep.
Winner: \$10.00 Ticket No.

1, 6.10 248, 10975.30
2, 7.10 72, 278.80
3, 12.20 187, 139.40

Unplaced (\$25 each): Nos. 322, 105, 35, 90, 129, 275, 54, 793, 25, 5

2.—THE MAIDEN STAKES.

Winner \$800. Second \$200. Third \$100.

For China ponies *bona-fide* griffins on date of entry. Subscription griffins of both classes of this season 1921-1922 allowed 7 lb. Three quarters of a mile.

Messrs. G. H. Potts and Ellis Hayim's Kiangsu King, 155 lbs. (Mr. W. Hill) 1

Mr. Henry Humphreys' Flying Mouse, 155 lbs. (Mr. Knoll) 2

Mr. R. Macgregor's The Dunlin, 149 lbs. (Mr. Dupree) 3

Messrs. J. Bell-Irving and J. J. Paterson's Pull Devil Pull Baker, 155 lbs. (Mr. J. Bell-Irving) 0

Mr. Cottager's New Year Gift, 155 lbs. (Mr. E. Seth) 0

Mr. Dyer's Killicrankie, 155 lbs. (Mr. C. R. Thompson) 0

Sir Ellis Kadoorie's Shek O Chief, 151 lbs. (Mr. E. Moller) 0

Mr. Nemaze's Darenjan, 152 lbs. (Mr. Nemaze) 0

Mr. Hector Sassoon's Roman Dusk, 152 lbs. (Mr. A. V. White) 0

Mr. Towers' Enamelled Tile, 151 lbs. (Mr. Bulkeel) 0

The ponies did not get away until after at least four false starts. It was noted that Flying Mouse usually got away well each time. On the fourth attempt Pull Devil Pull Baker made nearly half the circuit of the course before responding to the rein (and ultimately finished last). The eventual start was ragged. Flying Mouse took the lead, with Kiangsu King lying second, and Pull Devil Pull Baker third. Gong up the incline Kiangsu drew to the front with Roman Dusk trailing out last. Coming round the bend the same order was maintained with Kiangsu King going further ahead. In the straight Dunlin ran into third place. In the last furlong Flying Mouse made an effort to overtake the leader but failed. Kiangsu King won by a length, and a half with four lengths between second and third.

Time: 1 min. 35 1/2 sec.

Pari-mutuel. Cash Sweep.

Winner: \$10.10 Ticket No.

1, 5.30 1,110, 1,349.50
2, 5.90 2,174, 357.00
3, 5.30 3,407, 178.50

Unplaced (\$25 each): Nos. 424, 123, 405, 183, 798, 350, 170.

3.—THE KALGAN PLATE.

Winner \$800. Second \$200. Third \$100.

For "B" Class subscription griffins and "Larsen" subscription griffins of any season non winners. (Jockey allowance) Half a mile.

Mr. Topside's Mountain Bear, 151 lbs. (Mr. W. Hill) 1

Mr. Tower's Mossie Tile, 146 lbs. (Mr. Knoll) 2

Mr. John Bell-Irving's Miserrimus Doleful, 155 lbs. (Mr. J. Bell-Irving) 3

Lady Chatter's Bull Finch, 152 lbs. (Mr. F. E. Vida) 3

Mr. Cottager's Knockuh Leg, 146 lbs. (Mr. T. W. Doyle) 0

Mr. Cragholm's Arakur, 153 lbs. (Capt. Fisher) 0

Mr. H. B. L. Dowbiggin's Stockman, 155 lbs. (Mr. H. Seth) 0

Mrs. Charles Forsyth's Pogo, 152 lbs. (Mr. A. V. White) 0

Mr. F. S. Harrison's Whistling Rufus, 144 lbs. (Mr. Sewell) 0

Mrs. Montague Ede's Jetsam, 153 lbs. (Mr. F. M. L. Soares) 0

Mr. G. C. Moxon's Columbus, 147 lbs. (Mr. Moses) 0

Mr. John Peel's North River, 153 lbs. (Mr. Dupree) 0

Mr. Robert's Kilmacoolin, 144 lbs. (Mr. Bulkeel) 0

Mr. Soares' Viper, 150 lbs. (Capt. Spinks) 0

Hon. Mr. A. G. Stephen's Aloha, 152 lbs. (Mr. A. L. Pinkerton) 0

His Excellency, Sir Edward Stubbs' The Don (late Leotard), 150 lbs. (Mr. C. R. Thompson) 0

* 2 and 6 dead heat.

A field of sixteen faced the starter for the third race but, in spite of the large number, they got away promptly. The race proved a most exciting one. Bull Finch, Mossie Tile and Miserrimus Doleful got away together and raced neck and neck for the greater part of the course. At the Rock, Miserrimus Doleful obtained a slight lead, with Knockuh Leg fourth. On entering the straight the latter and two other ponies came up together on the outside so that there were six ponies practically side by side. Mountain Bear, was one of those to come to the front at the last and it won, amid great excitement, by a short head. Two lengths separated Mossie Tile from the next ponies. These were Miserrimus Doleful and Bull Finch which tied for third place. The remainder of the field was very close behind so that the finish was quite a thrilling one.

Time: 1 min. 21 1/2 sec.

Pari-mutuel. Cash Sweep.

Winner: \$84.10 Ticket No.

1, 6.40 60, 1,337.70
2, 5.20 101, 382.20
3, 5.20 460, 95.55
4, 5.30 151, 95.55

Unplaced (\$25 each): Nos. 280, 165, 196, 770, 437, 339, 469, 523, 18, 429, 453 and 44.

4.—THE VALLEY STAKES.

Winner \$750. Second \$250. Third \$150.

For subscription griffins of this season. Three quarters of a mile.

Mr. G. C. Moxon's Stephanotis, 155 lbs. (Mr. W. Hill) 1

Mr. John Peel's West River, 155 lbs. (Mr. W. S. Dupree) 2

Mr. C. R. Thompson's Ashes 155 lbs. (Mr. C. R. Thompson) 3

Mr. Nemaze's Arsenjan, 155 lbs. (Mr. Nemaze) 0

Hon. Mr. P. H. Holyoak's Jaybird, 150 lbs. (Mr. A. V. White) 0

For this race, regarded as one of the principal races of the day only five ponies were posted to start, but Jaybird did not turn out. The pony refused to let its rider mount. The four ponies got well away in a bunch. Stephanotis took the lead and maintained it easily throughout. Coming up the back straight Stephanotis gradually increased the lead. West River second followed by Arsenjan, with Ashes last. Stephanotis got still further ahead going up the incline. Entering the home straight Stephanotis and West River were many lengths ahead with the former, leading by more than a length. Down the straight there was a fight for first place but Stephanotis was being held and West River was going all out without reducing the distance intervening. In the last furlong Stephanotis' rider let the pony have its head and it won by four lengths. Many lengths separated the second and third, in fact the first two were the only ponies in the race. Arsenjan did not complete the course; it had an attack of rheumatism.

Time: 1 min. 36 3/4 sec.

Pari-mutuel. Cash Sweep.

Winner: \$6.50 Ticket No.

1, 5.30 99, 1,748.60
2, 6.10 598, 499.50
3, 7.3 249.50

Unplaced (\$25 each): Nos. 308, 43.

5.—THE VICTORIA STAKES.

Winner \$600. Second \$200. Third \$100.

For China ponies. *Bona-fide* griffins on date of entry allowed 5 lb. Subscription griffins of both classes of this season 1921-1922 allowed 10 lb. One mile.

Messrs. Stephen & Stitt's Benz, 152 lbs. (Mr. A. Pinkerton) 1

Mr. Gilpin's Sir Colin, 152 lbs. (Mr. Knoll) 2

Messrs. G. H. Potts and Ellis Hayim's Fighting King, 155 lbs. (Mr. W. Hill) 3

Sir Paul's Hope Dahlia, 155 lbs. (Mr. C. R. Burkill) 0

Sir Paul's Sportsman Dahlia, 155 lbs. (Mr. F. E. Vida) 0

Mr. Soares' Spotted Sand 155 lbs. (Mr. F. M. Soares) 0

All six horses got away beautifully. Sportsman Dahlia took the lead past the Judge's box, closely followed by Spotted Sand and Hope Dahlia. At the football stand Sportsman Dahlia increased the lead to many lengths with Spotted Sand second and Sir Colin third, Fighting King bringing up the rear. The same order was maintained going up the incline and past the Rock. Coming round the bend into the home straight Sir Colin took the lead with Benz close up. Fighting King, who had been held, came up to fourth place. In the last furlong Benz ran into first place and won with pounds in hand. Sir Colin finished second, half a length away. Fighting King was third, one-and-a-half lengths behind.

Time: 2 min. 07 4/5 sec.

Pari-mutuel. Cash Sweep.

Winner: \$93.10 Ticket No.

1, 14.30 754, 82,495.50
2, 13.90 777, 713.00
3, 8.40 162, 358.50

Unplaced (\$25 each): Nos. 511, 273 and 514.

6.—THE CHALLENGE CUP.

Value one hundred guineas. For China ponies. Weight for inches as per scale. To be won two years consecutively by a pony or ponies the *bona-fide* property of the same owner or owners. Winners to receive \$750 and 70 per cent., Second \$300 and 20 per cent., third \$150 and 10 per cent. of the entrance fees until the cup is finally won when the second pony will receive 75 per cent. and the third pony 25 per cent. of the entrance fees in addition to the place money. One mile and three quarters.

Sir Paul's Empire Dahlia, 161 lbs. (Mr. Burkill) 1

Mr. Gilpin's Ajax, 158 lbs. (Mr. Knoll) 2

Messrs. G. H. Potts and Ellis Hayim's Allied King, 155 lbs. (Mr. Hill) 3

Mr. Cottager's The Amer, 155 lbs. (Mr. H. Seth) 0

Sir Ellis Kadoorie's Hongkong Chief, 161 lbs. (Mr. Moller) 0

Mr. R. Macgregor's Churchill, 155 lbs. (Mr. Dupree) 0

All six horses got well away and passing the Football Stand Allied King took the lead followed by Churchill, Ajax, Amers, Empire Dahlia with Hongkong Chief last. Going past the Rock for the first time Allied King maintained the lead, the only change in the order of going being Hongkong Chief displacing Empire Dahlia in the fifth position. There was no change in the straight. Going past the post, Allied King was still leading, closely followed by Hongkong Chief and Churchill. Passing the Football Stand Hongkong Chief went to the fore with Allied King second. At the Rock Ajax displaced Allied King for second place. At this point Churchill dropped last. Coming into the home straight Empire Dahlia took the lead with Ajax second. A keen struggle was witnessed between Hongkong Chief and Allied King for third place. Empire Dahlia won easily by three lengths, two lengths between second and third.

Time 4mins. Cash Sweep.
Parimutuel. Ticket No.
Winner: \$13.00
1. 5.30 144, \$2,454.30
2. 5.10 544, 709.80
3. 5.30 551, 354.90
Unplaced starters (\$25 each): Nos. 540, 525 and 388.

7.—THE CAUSEWAY BAY STAKES.

Winner \$600. Second \$200. Third \$100.
For subscription griffins of this season. (Jockey allowance.) One mile.

Lady Chatter's Bull Finch, 152 lbs. (Mr. F. R. Vida) 1
Mr. Allure's Robbie Doo, 152 lbs. (Mr. T. W. Doyle) 2
Dr. F. H. Kew's Wallaby, 155 lbs. (Mr. W. Hill) 3
Mrs. John Bell-irving's Gabriel Junky, 155 lbs. (Mr. J. Bell-irving) 0
Mr. Cottager's Fearthat Leg, 150 lbs. (Mr. Nomazee) 0
Mr. Cragholm's Arvakur, 155 lbs. (Capt. Fisher) 0
Mr. Dyer's Fishhop, 150 lbs. (Mr. J. M. Remedios) 0
Mr. Dyer's Kilwinning, 153 lbs. (Mr. Bulteel) 0
Mrs. G. B. Hartford's Kineha, 155 lbs. (Mr. W. S. Dupree) 0
Hon. Mr. P. H. Holyoak's Ricebird, 152 lbs. (Mr. A. V. White) 0
Messrs. Hossie & Lay's Deuces Wild, 155 lbs. (Mr. H. Seth) 0
Mr. C. R. Thompson's Muzz, 150 lbs. (Mr. C. R. Thompson) 0
The Gang's Ace-Pot, 152 lbs. (Mr. A. L. Pinkerton) 0
Dr. F. H. Kew's Kangaroo, 155 lbs. (Mr. F. M. Soares) 0
Mr. Hector Sassoon's Roman Sunset, 155 lbs. (Mr. E. Moller) 0
After a good start Bull Finch took the lead passing the post with Robbie Doo and Fearthat Leg running second. This lead was maintained to the Rock, the other ponies being well strung out. Wallaby then crept up and went past Fearthat Leg. Coming into the home straight, Bull Finch increased the lead by many lengths. An exciting fight for second place was witnessed between Robbie Doo and Wallaby, the former just managed to maintain its position. Bull Finch won by many lengths with Robbie Doo second and Wallaby third, a short head separating the two.

Time: 2mins. 14 2-5secs.
Parimutuel. Cash Sweep.
Winner: \$26.30 Ticket No.
1. 9.00 837, \$2,494.50
2. 7.40 397, 712.80
3. 7.20 40, 356.40
Unplaced starters (\$25 each): Nos. 764, 693, 801, 68, 45, 538, 605, 589, 203, 513, 73 and 775.

8.—THE TRIAL PLATE.

Winner \$600. Second \$200. Third \$100.
For China ponies, bond-fide griffins on date of entry. Subscription griffins of both classes of this season 1921-1922 allowed 7lb. Winner of the maiden stakes 7lb. extra. (Jockey allowance.) Allowances accumulative. One mile and a quarter.

Mr. Hector Sassoon's Roman Pride, 155 lbs. (Mr. Moller) 1
Mr. H. Birkett's Shining Star, 155 lbs. (Mr. T. W. Doyle) 2
Sir Paul's Martial Dahlia, 155 lbs. (Mr. Knoll) 3
Messrs. J. Bell-irving & J. J. Paterson's Mulum in Parvo, 152 lbs. (Mr. J. Bell-irving) 0
Sir Paul's Sincerity Dahlia, 155 lbs. (Mr. Birkhill) 0
Mr. Soares' Dunoon, 158 lbs. (Mr. Soares) 0

In this race the field bunched together for the first three-quarters of a mile. At the outset Mulum in Parvo took the lead, with Shining Star and Sincerity Dahlia close behind. Going past the post this lead was maintained with Dunoon and Martial Dahlia third and fourth and Roman Pride bringing up the rear. At the incline to the Rock Shining Star took the lead while Dunoon ran into third place. At this point the field was still bunched. Coming round the Village

Bend Martial Dahlia pushed through and took first place. Then Roman Pride was allowed its head and simply walked past the leading ponies, and headed the field in the home straight. It finished an easy first by three lengths. Shining Star coming second, two lengths in front of Martial Dahlia.

Time: 2mins. 49 3-5secs.
Parimutuel. Cash Sweep.
Winner: \$11.50 Ticket No.
1. 6.80 773, \$2,027.10
2. 11.80 718, 750.00
3. 11.90 711, 375.30
Unplaced starters (\$25 each): Nos. 561, 693, 570.

9.—THE GARRISON CUP.

Presented by the officers of the garrison, with \$400 added to the winner. Second \$250. Third \$150. For subscription griffins of any season. Winners at previous meetings of one race 7lb.; of more than one 14lb.; at this meeting 3lb. extra. Penalties accumulative. (Jockey allowance.) From the two mile post once round and in.

Sir Ellis Kadoorie's Repulse Bay Chief, 150 lbs. (Mr. W. Hill) 1
Mr. J. Bell-irving's Miserrimus Doleful, 153 lbs. (Mr. W. S. Dupree) 2
Mr. Duds' Pawnshop, 157 lbs. (Mr. J. M. Remedios) 3
Mr. John Bell-irving's Tiddleywinks, 163 lbs. (Mr. J. Bell-irving) 0
Lady Chatter's Gold Finch, 158 lbs. (Mr. F. M. Soares) 0
Mr. Dyer's Kilwinning, 153 lbs. (Mr. Bulteel) 0
Dr. C. Forsyth's Neston, 149 lbs. (Mr. T. W. Doyle) 0
Mrs. Montague Ede's Flotsam, 155 lbs. (Mr. C. R. Birkhill) 0
Hon. Mr. A. G. Stephen's Aloha, 152 lbs. (Mr. A. L. Pinkerton) 0

The nine starters got away nicely, with Repulse Bay Chief in front of the bunch. Passing the Football Stand Miserrimus Doleful ran into second place. Going up the back straight the lead was still maintained by Mr. Hill's mount with Miserrimus Doleful and Pawnshop running level for second place, Gold Finch bringing up the rear. At the Village Bend the three leading ponies went away from the bunch. Coming into the home straight Pawnshop fell away. Repulse Bay Chief, who was not pressed throughout the race, won easily by three lengths from Miserrimus Doleful. Pawnshop finished third five lengths behind.

Time: 2mins. 24 1-5secs.
Parimutuel. Cash Sweep.
Winner: \$13.50 Ticket No.
1. 6.70 582, \$2,594.00
2. 10.60 102, 741.20
3. 12.00 118, 370.60
Unplaced starters (\$25 each): Nos. 656, 475, 543, 930, 4, 302.

10.—THE RACING STAKES.

Winner \$600. Second \$200. Third \$100.
For griffins on date of entry and ponies that have never won a race. Subscription griffins of both classes of this season 1921-1922 allowed 5lb. Winners barred. (Jockey allowance.) One mile.

Hon. Mr. A. G. Stephen's Hutton, 148 lbs. (Mr. Pinkerton) 1
Mr. A. A. Alves's Bolshavie, 155 lbs. (Mr. Knoll) 2
Mr. H. Birkett's Sun Star, 149 lbs. (Mr. Doyle) 3
Mr. John Bell-irving's Scampardale (late Javelin), 155 lbs. (Mr. Bell-irving) 0
Mr. Duds' Toyshop, 150 lbs. (Mr. Remedios) 0
Sir Paul's Defiance Dahlia, 158 lbs. (Mr. Birkhill) 0
Sir Paul's Jewel Dahlia, 152 lbs. (Mr. Soares) 0

This race proved to be one of the best of the day's programme. It was well fought from start to finish. The field got nicely away with Hutton going to the front. Going past the post for the first time the three leading ponies were Hutton, Sunstar and Jewel Dahlia. At the football stand the two leading ponies were struggling hard for first place with the two Dahlias bringing up the rear. In the back straight Hutton and Sunstar ran neck and neck for the first place. Rounding the village bend, Hutton took a slight lead, Jewel Dahlia falling badly away in the rear. Coming down the home straight Bolshavie crept up from fourth place to second and gained on the leader. There was a great fight for first place and Bolshavie made an exciting finish with Hutton and lost by only a neck, Sunstar being two lengths behind.

Time: 2mins. 11 3-5secs.
Parimutuel. Cash Sweep.
Winner: \$63.00 Ticket No.
1. 7.60 517, \$2,593.50
2. 6.50 545, 715.30
3. 5.50 409, 357.60
Unplaced (\$25 each): Nos. 676, 228, 704.

11.—THE JOCKEY CLUB STAKES.

Winner \$600. Second \$200. Third \$100.
For China ponies. Griffins allowed 5lb. Subscription griffins of both classes of this season 1921-1922 allowed 10lb. Winners at this meeting 5lb. extra. One mile and a quarter.

Sir Paul's Honesty Dahlia, 152 lbs. (Mr. F. R. Vida) 1
Sir Paul's White Star Dahlia (late Golden Knob), 152 lbs. (Mr. C. R. Birkhill) 2
Messrs. G. H. Potts and Ellis Hayim's Mighty King, 155 lbs. (Mr. Hill) 3
Mr. Henry Humphreys' Speckled Mouse, 155 lbs. (Mr. Knoll) 0
Mr. Hector Sassoon's Roman Dawn (late Daybreak), 153 lbs. (Mr. E. Moller) 0

The field got away badly with Honesty Dahlia in front, White Star Dahlia and Roman Dawn being second and third respectively, and Speckled Mouse last. Passing the post for the first time, the order was slightly changed, Roman Dawn coming up to second place and White Star Dahlia falling back to fourth. Rounding the football stand bend Honesty Dahlia increased his lead by some four lengths. Up the back straight to the incline Mighty King ran into second place. Passing the Rock, Honesty Dahlia was leading by three lengths. The pony was not pressed and finished an easy winner with two lengths to spare. At the village bend White Star Dahlia regained its former place by passing Mighty King, and finished second with many lengths to spare from Mighty King. Speckled Mouse finished fourth and Roman Dawn last.

Time: 2mins. 43 2-5secs.
Parimutuel. Cash Sweep.
Winner: \$10.80 Ticket No.
1. 7.00 479, \$2,420.60
2. 20.10 533, 691.60
3. 29.50 295, 345.50
Unplaced (\$25 each): Nos. 315, 845.

TO-DAY'S FAVOURITES.

Roman Pride is expected to win the Derby to-day. For the other places the choice lies between Sunstar, the Dahlia stable and Flying Mouse.

Stephanotis after his running in the Valley Stakes yesterday, is first favourite for the Subscription Challenge Cup. Mosaic Tile second favourite, and Bull Finch third.

In the Governor's Cup the honours would seem to be with Sir Paul's stable and Messrs. J. Bell-irving and J. J. Paterson's selection.

For the Footchow Cup there are a number of good ponies entered. Sir Paul's stable would have a chance with White Star Dahlia. Allied King and Ajax are also likely ponies.

For the Gymkhana Cup, Spotted Sand is favourite with Speckled Mouse and Scampardale the danger.

REVIVAL OF BOXERS?

A NEW SECT IN HONAN.

The following is a translation from the Chinese Press:—

"The poor Honanese! At present nearly every village in that province suffers from brigandage. The Troops, remember, they are Government Troops who live upon the taxes of the people—instead of giving the much-needed protection, are hand in glove with the banditti, or practically cannot do anything to check the activities of the 'tufei.' As a measure of self-protection, many villages have begun to train bodies of men in order to fight against the robbers. But most of these villages have no funds to purchase arms and ammunition, therefore there arises an order of men who live no time in taking advantage of the people's needs and superstition by organizing a sect, known as 'The Strong and Brave' (or 'Golden Bell' or 'Red Tassel'). These men preach that they can teach men to train themselves so that they will have the power of warding off bullets or cannon shots with their naked bodies. This sect has counted many followers in the various districts, such as Ju-Nan, Kwei Lin, Ju Wu, Yang Teh, etc. Immense danger lurks behind this movement, and such bodies of men begin to become a real anxiety to the officials. It is reported that instructions from the Governor have already been sent out for the prohibition of such practices. If the various districts neglect the instruction, we should not much wonder if there were soon to be a revival of the Boxers!"

The Royal Air Force Club has opened its new premises at 128, Piccadilly. It owes them to the generosity of Viscount Godfrey, who it is estimated, has spent £245,000 in connection with it.

THE TENNIS TOURNAMENT.

HANDICAP SINGLES "A."

Further entries for the Hongkong C.C. Tennis Tournament are given below:—

C. Willson, (-3/8 bye); N. Nelson, (12/8 bye); C. F. Maltby (11/8 bye); J. W. Alabaster, (14/8 bye); G. W. Dodwell, (scr.); Major P. S. Tomlinson, (-1/8); A. B. Raworth, (-15/1); Surg. Lt. G. H. Hayes, (-3/8); R. M. Smith, (13/8); G. Miskin, (-2/8); C. C. Stark, (11/8); R. K. Valentine, (11/8); R. M. Henderson (scr.); E. G. Lammer (14/8); Major J. R. Lloyd, (-4/8); Capt. P. H. Davies (scr.); N. L. Smith, (15/8); G. W. Sewell, (-15/1); A. Brearley, (12/8); B. D. Evans, (-1/8); D. J. Valentine, (13/8 bye); J. B. Penman, (-15/3 bye); B. D. C. Morgan, (15/8 bye); F. Bevington, (11/8 bye).

HANDICAP SINGLES "B."

P. W. Barker, (scr. bye); W. A. Cornell, (11/8 bye); G. F. Cabille, (14/8 bye); G. F. Cabille, (14/8 bye); G. H. Wilson (scr. bye); A. G. Simpson, (11/8 bye); C. G. Perdue, (-2/8); J. Boyd, (14/8); Pay-Comdr. F. Vining, (-15/1); F. M. Ellis, (11/8); A. S. Exall, (11/8); A. K. Mackenzie, (11/8); C. B. Brown, (scr.); W. J. Carrie, (14/8); G. H. Piercy, (14/8); E. L. Leader, (scr.); G. E. Ellams, (scr.); B. Crowley, (14/8); J. W. Moran, (-4/8 bye); D. M. Larkins, (14/8 bye); K. W. Lane, (-3/8 bye); C. V. Mark, (11/8 bye); L. de Leeuw, (scr. bye).

HANDICAP DOUBLES.

D. M. Larkins and C. V. Mark, (11/8 bye); G. Miskin and C. Blaker, (scr. bye); J. W. Alabaster and G. M. Dodwell, (-1/8 bye); M. E. F. Airey and F. B. Piondten, (11/8 bye); F. A. Redmond and W. H. Roffey (-1/8 bye); F. Bevington and T. W. Hill, (15/8 bye); R. Hancock and E. Hancock, (-30/3 bye); J. W. Wood and C. Thorne (scr. bye); G. E. Ellams and C. B. Brown (11/8 bye); G. F. Caville and L. G. Johnson, (15/8 bye); J. Boyd and W. M. Cox, (11/8 bye); Major J. R. Lloyd and A. B. Raworth (-15/1 bye); A. K. Mackenzie and B. D. Evans, (12/8 bye); W. J. Carrie and C. G. Perdue, (11/8 bye); Lt. A. S. Lindsell and Lt. Bowen, (-5/6); Capt. P. H. Davies and Capt. C. O. Oliver, (-5/6); P. W. Barker and A. T. Stubbs, (13/8); L. de Leeuw and K. W. Lane, (14/8); L. Nelson and Capt. K. Tomory, (14/8); H. A. Nott and H. S. Bennett, (15/8); Surg. Lt. G. H. Hayes and C. Willson, (-5/6); G. G. Piercy and A. Piercy, (11/8); R. M. Henderson and E. B. Reed, (12/8 bye); W. A. Cornell and R. Stock, (11/8 bye); A. Brearley and H. E. Smith, (12/8 bye); J. B. Penman and G. R. Sayer, (-15/2 bye); G. H. Wilson and C. D. Lambert, (11/8 bye); C. C. Stark and B. D. C. Morgan, (15/8 bye); Major P. S. Tomlinson and A. D. Ball (-4/8 bye); J. W. Moran and O. J. Cooper, (12/8 bye); E. M. Smith and F. A. Dinsdale, (-1/8 bye); Pay-Comdr. F. Vining and G. W. Sewell, (-2/8 bye); A. S. Exall and A. G. Simpson, (11/8 bye); E. G. Lammer and J. A. Worwick, (14/8 bye); Lt.-Col. Greer and Engr.-Capt. Garwood, (scr. bye); R. K. Valentine and D. J. Valentine, (12/8 bye).

MIXED DOUBLES.

F. A. Dinsdale and Miss D. M. Smith, (13/8 bye); O. C. Stark and Mrs. Stark, (11/8 bye); H. A. Nott and Miss Wentworth, (scr.); H. S. Bennett and Mrs. A. G. Simpson, (11/8); N. L. Smith and Mrs. N. L. Smith, (12/8); Lt. A. S. Lindsell and Mrs. A. S. Lindsell, (-15/1); P. P. J. Wodehouse and Mrs. Wodehouse, (14/8); C. Thorne and Mrs. Thorne, (12/8); Major P. S. Tomlinson and Miss Verrall, (-3/8); Surg. Lt. G. H. Hayes and Dr. G. Turner, (-4/8); D. J. Valentine and Mrs. Forrest, (14/8); R. M. Smith and Mrs. R. M. Smith, (3/8); C. G. Perdue and Mrs. Cavalier, (13/8); C. B. Penman and Mrs. Armstrong, (-30/3); G. H. Wilson and Mrs. A. E. Crappell, (11/8); G. E. Ellams and Mrs. C. B. Brown, (11/8); Major J. R. Lloyd and Mrs. Winslow, (-15/1); E. Grimble and Mrs. Grimble, (13/8); Major O. Willson and Mrs. Bowden-Smith, (-15/1); E. B. Reed and Mrs. Reed, (11/8); V. M. Grayburn and Mrs. Grayburn, (14/8); C. B. Brown and Mrs. Stevens, (11/8); G. E. Sayer and Mrs. Sayer, (-2/8); B. D. Evans and Mrs. H. Griffin, (12/8); A. D. Ball and Miss Harrison, (-3/8 bye); F. A. Redmond and Mrs. Laws, (-15/8); G. W. Sewell and Miss H. Irving, (14/8 bye).

EVERY REQUIREMENT IN MEN'S WEAR FOR THE RACES.

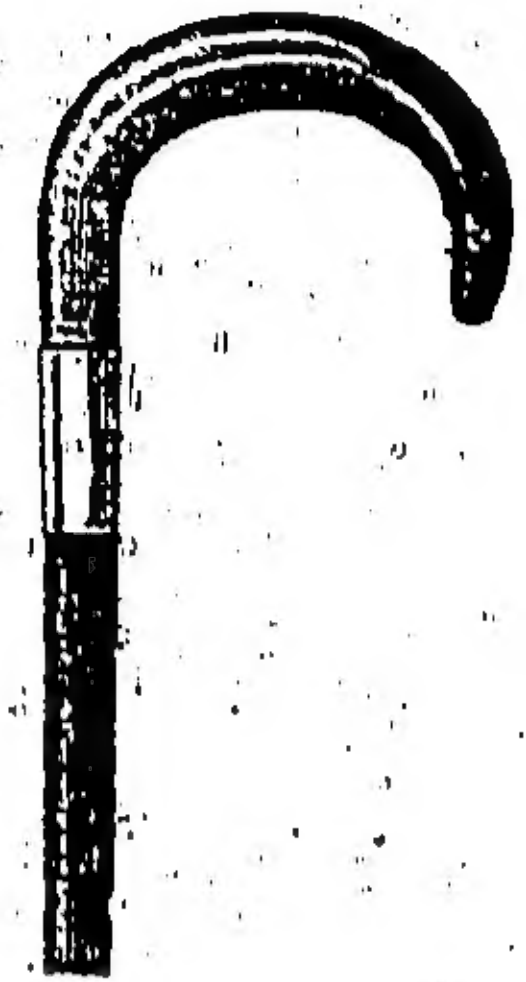


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ORCHESTRA & BAND RECORDS JUST RECEIVED

11360 SCHUBERT'S UNFINISHED SYMPHONY PARTS 1 & 2
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11362 MOZART QUINETTE PARTS 1 & 2
12358 BIRTHDAY SERENADE UN PUI D'AMOUR
1738 CHRISTMAS MEMORIES PARTS 1 & 2
2479 MARCHÉ LORRAINE REGIMENT OF SABRE & MEUSE
2321 THREE DANCES FROM HENRY VIII PARTS 1 & 2
1897 THE POLICEMAN'S HOLIDAY JUST PUSHING R JUND

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AND HOLDALLS.

TRAVELLING RUGS.

For this month only we are allowing a discount of 10%

for cash off all travelling requisites.

NEW ADVERTISEMENTS

THE TACK KEE CLUB.
(Now selling cash sweep).
HONGKONG DERBY 1922.

AS the above has not been fully subscribed the directors have decided to cancel the same and to redeem all tickets.
Holders of tickets should apply to the above club on the race course during the races. The place of payment thereafter will be advertised.

TO ALL WHOM IT MAY CONCERN.

NOTICE IS HEREBY GIVEN that the Hongkong & Shanghai Banking Corporation intends at an early date to apply to the Legislative Council of Hongkong for a Bill authorising the Corporation from time to time to increase the capital of the Corporation from the existing limit of \$2,000,000 to a total of \$5,000,000 and to increase its ordinary share capital from \$2,000,000 to \$5,000,000 and making certain modifications in the existing regulations regarding the deposit of security in respect of its notes.

Dated this 17th day of February, 1922.
JOHNSON, STUBBS & MASTER,
Solicitors for and on behalf of the
Hongkong & Shanghai Banking Corporation.
(453)

WISEMAN, LIMITED.

NOTICE IS HEREBY GIVEN that the Transfer Books of the Company will be closed on Tuesday the 25th of February 1922, on which date, no transfer of shares can be registered.

By Order of the Board of Directors,
D. E. KHABAS,
Secretary.
Hongkong, February 18th, 1922. (451)

KOWLOON RESIDENTS' ASSOCIATION

THE Annual General Meeting of members of the above Association will be held at St. Andrew's Hall, Kowloon, on Tuesday the 28th day of February, 1922, at 6 o'clock p.m. for the purpose of receiving a statement of Accounts and the Committee's report for the year 1921 and to elect a Committee for the current year.

C. A. de ROZA,
Acting Hon. Secretary.
Kowloon, 20th February, 1922. (452)

NOTICE.

NOTICE IS HEREBY GIVEN that we have used a certain Trade Mark or Label with the word "FORMAZONE" thereon in connection with certain mineral water manufactured by us and that we have, as from the 18th day of February, 1922, discontinued the use of such Trade Mark or Label.

CONNAUGHT AERIAL WATER
LTD.
(453)

KULANGSU MUNICIPAL COUNCIL.
AMOI.

ROAD CONSTRUCTION.

THE KULANGSU MUNICIPAL COUNCIL invite tenders for the laying of 5,000 square yards of road surfacing of a similar composition to that used on roads in the Peak district, Hongkong.

Should the experiment be found to be a success the Council intend to surface all roads in the Settlement in this manner.
Fuller particulars can be obtained on application to the undersigned.

G. H. REED,
Secretary.
Kulangsu Municipal Council.
(456)

TO LET.

3 NEW OFFICE ROOMS in Central Location from 1st April. Apply SANG KEE & Co. Comptroller Department,
Hongkong & Shanghai Bank—Des Voeux Road entrance. (459)

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

Due 21st inst. From EUROPE VIA STRAITS
CONSIGNEES of cargo for Hongkong per a.s. "TOYOHASHI MARU" are hereby notified that owing to the strike of Cargo and Wharf Coolies, Cargo for Hongkong will be carried on to Shanghai and landed at that port. Consignees are therefore recommended to make the necessary arrangements respecting insurance etc. accordingly. The cargo will be returned to Hongkong immediately conditions at this port become normal.

NIPPON YUSEN KAISHA,
Agents.
Hongkong, February 20th 1922. (421)

THE BEN LINE STEAMERS LIMITED

S/S "BENBEOCH"
From LEITH, ANTWERP, MIDDLESBRO,
LONDON AND STRAITS.

CONSIGNEES of cargo per the above mentioned steamer are hereby notified that owing to the existing strike conditions cargo for Hongkong is being carried on to Shanghai where it will be landed and whence it will be returned to Hongkong when conditions at this port permit.

Consignees are accordingly recommended to make the necessary arrangements as regards Insurance etc.

GIBB, LIVINGSTON & CO. LTD.
Agents.
Hongkong, 20th February, 1922. (480)

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

NOTICE TO CONSIGNEES.

From CALCUTTA AND STRAITS.
CONSIGNEES of cargo for Hongkong per a.s. "LAISANG"

are hereby notified that owing to the strike of Cargo and Wharf Coolies, cargo for Hongkong will be over-carryed and landed at Shanghai and at Kobe. Consignees are therefore recommended to make the necessary arrangements respecting insurance etc. accordingly. The cargo will be returned to Hongkong immediately conditions at this port become normal.

JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, February 20th, 1922. (453)

NEW ADVERTISEMENTS

NOTICE TO CONSIGNEES.
SERVICE CONTRACTUELS DES
MESSAGERIES MARITIMES.

CONSIGNEES of cargo for Hongkong per a.s. "ANDRE LEBON" are hereby notified that owing to the strike of Cargo and Wharf Coolies, Cargo for Hongkong will be carried on to Shanghai and landed at that port. Consignees are therefore recommended to make the necessary arrangements respecting insurance etc. accordingly.

R. RODENFUSER,
Acting Agent.
Hongkong, February 20th 1922. (454)

"GLEN" LINE LIMITED.

NOTICE TO CONSIGNEES.

M. V. "GLEN" From UNITED KINGDOM AND CONTINENT.

Owing to the strike of SEAMEN, Consignees are hereby notified that Hongkong Cargo will be carried on to Shanghai and landed at that port. Consignees are therefore recommended to make the necessary arrangements respecting insurance etc. accordingly. The cargo will be returned to Hongkong immediately conditions at this port become normal.

JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 20th February, 1922. (455)

STUBBERS & BARRY.

NOTICE TO CONSIGNEES.

From SAN FRANCISCO & LOS ANGELES via HONOLULU, JAPAN, PORTS & SHANGHAI.

THE Steamship

"WEST CHOPAKA" having arrived from above ports on Monday, February 20th, 1922. Consignees are hereby notified to present their Bills of Lading in exchange for Delivery orders and take immediate delivery from alongside steamer. All cargo not taken delivery of from the steamer by the 21st February will be landed into the hazardous and/or extra hazardous godowns of the Hon. Shan Godown Co., Kennedy Town, at their risk, whence delivery may be obtained. Storage will be as usual in cargo remaining undelivered after Monday, February 27th, 1922. All broken, chafed and damaged cargo will be examined at the Hon. Shan Godown, Kennedy Town, on Monday, February 27th at 10.30 a.m. Consignees of Cargo per a.s. "West Chopaka" are advised that same is arriving Hongkong by the a.s. "West Chopaka" having been transhipped at Shanghai to the latter vessel. No claims will be recognised after goods have left the steamer or godown, and none will be entertained if presented later than ten days after arrival of steamer.

No Fire Insurance whatever will be effected.

STUBBERS & BARRY,
Agents.
U.S.S.R. Emergency Fleet Corp.
Hongkong, 20th February 1922. (457)

NOTICE.

R. E. H. RAY will continue to carry on business in his own name as Ship, Freight & General Broker.

E. H. RAY, (445)

NOTICE.

THE PARTNERSHIP heretofore existing between EDWARD HENRY RAY and PETER JAMES FALCONER as Ship, Freight & General Brokers, under the style or name of RAY & FALCONER, was dissolved by mutual consent on 31st December, 1921.

E. H. RAY,
P. J. FALCONER.

NOTICE.

NG KWAN alias A. KWAN having left the services of this Company, we beg to draw the attention of our clients not to hand over Typewriters, Machines etc., to be cleaned and or repaired to any one unless on production of a card signed by us.

RAMSEY & CO.
Hongkong, 18th February, 1922. (441)

PUBLIC AUCTION.

The Undersigned have received instructions to sell by public auction, on

TUESDAY, WEDNESDAY and THURSDAY,

the 7th, 8th and 9th MARCH, 1922, at 11 a.m. Naval Depot, Hongkong, and at Kowloon Naval Depot, commencing each day at 9.30 a.m. with an interval from 12 noon to 1.30 p.m.

OLD AND SURPLUS NAVAL STORES,

Comprising—

Life Boats, Dingies, Whalers, Colls and Electrical Fittings, Electric Cable, Cooking Stoves, Ships' Engines, Iron Beds, Mattresses and Fittings, 10 Cheviot Steel Tanks, Life Rafts, Life Belts, Motors, Carpets, Bags, Mats, Table Covers, Blankets, Canvas Hoops, Old Cordage, Canvas Bags, Old India Rubber, Old Leather, Old Asbestos, Old Iron, Brass, Copper, Lead, Gun Metal and Steel, Coal Sacks, Firewood, Iron, Wood and Gun Metal Blocks, Lamps, Searchlights, Gauges, Propellers, Fin Engines, Steel Tubes, Steel Wire Rope, Oil, Chain Cable, Compasses and Compass fittings etc.

A quantity of Structural Steelwork sufficient for a complete shed, 60 feet by 25 feet and sundry other steelwork, and rain water pipes, gutters, etc.

Lots may be inspected on Monday, the 6th March, 1922.

Also sale of Old and Surplus Vessels, Stores at Kowloon Naval Depot, on FRIDAY, 10th MARCH, commencing at 11 a.m.

Consisting of—
Cotton, Wool, Tins, Rabbit, Salt Peas, Beans, Flannel, etc.; Kinnear's, Hammocks, Bedding and sundry Articles of Clothing and Mess Gear.

Terms of Sale—As detailed in Catalogue.

HUGHES & HOUGH,
By Appointment Auctioneers to the Admiralty.
Hongkong, February 20th, 1922. (398)

INTIMATIONS

HONGKONG JOCKEY CLUB
RACE MEETING 1922.

TUESDAY, WEDNESDAY AND SATURDAY.
FEBRUARY 21st, 22nd AND 25th.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WATSON, Ltd., or at the Gate, Price \$12 for the Meeting or \$4 per day. No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate.
H. BIRKETT,
Clerk of the Course.
Hongkong, 11th February, 1922.

HONGKONG JOCKEY CLUB

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and the ENCLOSURE during the Races.

A Stand and Enclosure will be reserved for Members, Members' Wives and Families; tickets are now ready and may be obtained from Messrs. Linsted & Davis. All tickets must be produced to gain admission.

H. BIRKETT,
Clerk of the Course.
Hongkong, 11th February, 1922.

HONGKONG JOCKEY CLUB

PASSES for Servants will be issued on application to the Undersecretary.

No Servants will be allowed inside the ENCLOSURE of the Race Course during Race Days WITHOUT TICKETS, which can be had on application to the Undersecretary.

These Tickets are only available for Servants while in attendance on their employers or when on duty at the various Stands.

Any Chinese found loitering about with Servants' passes in their possession will forfeit them, and the holders thereof will be removed from the Enclosure.

H. BIRKETT,
Clerk of the Course.
Hongkong, 11th February, 1922. (400)

A. S. WATSON & CO., LIMITED.

NOTICE.

RACE MEETING.

ON MONDAY, TUESDAY & WEDNESDAY, the 20th, 21st and 22nd Feb., all Departments will be CLOSED at 1 p.m.

The Hongkong Dispensary will be opened for the purpose of dispensing prescriptions from 6 p.m. to 7.30 p.m.

A. S. WATSON & CO., LIMITED.
Hongkong, 18th February, 1922. (455)

HONGKONG & SHANGHAI BANKING CORPORATION.

THE FINAL DIVIDEND declared for the year ending 31st December 1921, at the rate of Three Pounds Sterling together with a Bonus of Two Pounds Sterling per Old Share and Two Pounds Five Shillings Sterling together with a Bonus of Fifteen Shillings per New Share is payable on and after the 20th day of February 1922, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
A. G. STEPHEN,
Chief Manager.
Hongkong 18th February, 1922. (451)

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE IS HEREBY GIVEN that the Transfer Books of the Company will be closed from WEDNESDAY, the 22nd of February, to THURSDAY, the 23rd of February, 1922, both days inclusive, during which period no transfers of shares of shares can be registered.

By Order of the Board of Directors,
M. MANUS,
Secretary. (337)

HUMPHREYS ESTATE AND FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of HUMPHREYS ESTATE AND FINANCE CO., LTD. will be held at the Hongkong Hotel on Friday the 3rd day of March 1922 at 11.30 O'clock in the forenoon when the proposed Resolutions will be proposed as Extraordinary Resolutions.

1. That Article 105 of this Company's Articles of Association be altered as follows—
(a) By the insertion of the fifth line thereof the place of "30,000" in the fifth line thereof
(b) By striking out in the ninth and tenth lines thereof the words "for each financial year of the Company" and inserting in place thereof the words "in every year wherein such profits shall not exceed in the aggregate the sum of \$100,000, and a commission of ten per cent per annum on all the net profits of the Company in excess of that sum."

2. That the above Resolution (No. 1) be retrospective and take effect from the 1st day of January 1922.

Should the above Resolutions be passed by the required majority, they will be submitted for confirmation as Special Resolutions to a further Extraordinary General Meeting and such Meeting will be held on Monday the 20th day of March 1922 at the same time and place for the purpose of considering and if thought fit confirming such Resolutions as Special Resolutions accordingly.

Dated the 16th day of February, 1922.
By Order of the Board,
JOHN D. HUMPHREYS & SON,
General Managers. (429)

THE HONGKONG ROPE MANUFACTURING CO., LTD.

THE THIRTY-EIGHTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above COMPANY will be held at St. George's Building, Charter Road, Victoria, on FRIDAY, the 3rd MARCH 1922 at 11 o'clock a.m. for the purpose of receiving a statement of accounts and the report of the General Managers for the year ending 31st December, 1921, and electing a Consulting Committee and Auditors.

The Transfer Books of the Company will be closed from Wednesday, the 22nd February, 1922, until Friday, the 3rd March, 1922, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 17th February, 1922. (444)

INTIMATION

WATSON'S
"E"
WHISKY.

The price of this Whisky is higher than many imported cased Whiskies, because it costs more, and is better. You get real value because you are not paying the cost of world-wide advertising.

SOLE AGENTS:—

A. S. WATSON & CO. LTD.

Wine & Spirit Merchants.

ESTABLISHED 81 YEARS.

TELEPHONE 616.

BIRTH.

KING.—On February 19th, at Tsing Sha Tsui, Kowloon, the wife of T. H. KING, of a daughter. (467)

DEATHS.

CURTIS.—At Lucerne, Switzerland, on January 6th, Cecil Harold Curtis, only son of Mr. St. John Curtis, C.M.S.N. Co., in his 14th year. (By cable).

FLEMING.—At Shanghai, on February 13th, Philip Stanley, son of Mr. and Mrs. S. Fleming, age 4 months.

HONGKONG OFFICE: 104, DES VOEUX RD., C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 21st, 1922.

THE KEY TO JAPAN'S FOREIGN POLICY.

The suggested introduction of "coloured labour in North Australia was mentioned in yesterday's cables as having "assumed significance." Coloured labour, in this connection, means, to a large extent, Japanese labour. The Prime Minister of New South Wales urges that the movement should be vigorously combatted. If it be asked what is the reason for Japanese emigration in so many directions the answer invariably returned by Japanese writers is that Japan is becoming overpopulated and can no longer support all her people within her own boundaries. That has been a reason assigned for Japanese political aggression in Korea and in China. Mr. PUTNAM WEALE has recently written: "It is not true that these regions are necessary for the overspill of the Japanese population, for they are densely populated and are not attracting Japanese immigrants. Korea, which has been under the Japanese heel for seventeen years, has to-day less than 600,000 Japanese immigrants, or a net increase of 400,000 persons since the Russo-Japanese War. During that period the Korean population has increased by over 3,000,000, and in less than two decades the land will be far more crowded than Japan. In the case of Manchuria, experience has not only conclusively proved that the Japanese cannot compete as farmers with the Chinese—that is, they cannot go on the land—but in petty trade the Chinese are outstriking them, the Japanese being able to retain their hold only by a system of preferential treatment and anti-Chinese regulation," etc.

It is a correct statement, where can Japan's surplus population look for a home? We have seen it contended that in Japan there is still plenty of room to accommodate her growing population. Japanese statistics, however, go to prove the contrary. On this subject there is an illuminating article in the December number of the American Review of Reviews by a Japanese contributor. He begins by saying that Japan has no colony where she may send her surplus population or where she can find sufficient raw material for her industries. By the united efforts of the Western nations, the Japanese are forbidden to migrate to any of the countries where the best opportunities await honest workers. The topography of Japan is such, he says, that only a very small percentage of her area is adapted to farming. The average density of population is 396.2 per square mile; if Hokkaido, the northern island, with 77.0 per square mile (compare California's 22) be left out, the average is 455.2. Compare this with corresponding figures for other countries. Belgium, with its 559 inhabitants to the square mile, is the most thickly populated country. Holland, with 474 per square mile, and England, with 370, come next, followed by Italy's 316 and France's 193. But the European countries, whose density at home is greater than that of Japan, have each acquired extensive colonies, which either afford room for immigration, or store abundant resources. Germany, which clamoured for a "place in the sun," in spite of her absolute freedom of emigration, had in 1915 a density of some 310 per square mile. In Japan, according to Mr. KAWAKAMI, the land has for long been so intensively cultivated that the law of Diminishing Returns has begun to assert itself. "To-day the soil of Japan is no longer capable of feeding its own population." In Japan the agricultural land is only 25 per cent. of the total area. Great Britain has 77.2 per cent., Italy 73.25, France 69.3, Germany 64.8, the U.S. 46. There is practically no land in Japan that can be reclaimed or developed. Before Japan opened her doors to foreign intercourse, her population had remained almost stationary, he says. During the seventeenth and eighteenth centuries the Japanese population neither increased nor decreased to any appreciable extent. In 1691 it numbered some 25,621,000. In 1850 this increased to 27,000,000; that is, an increase of 8½ per cent. in 159 years. The foreign pressure and competition which followed the opening of the country awakened the virility which had been dormant under a stagnating influence of a rigid feudal system, and infused new vigour into the life of a nation which had remained a hermit. Between 1870 and 1920 the population rose from 33 to 56 millions. These statistics, if they are reliable, are certainly very remarkable. One may be inclined to think that prior to the Reformation in Japan, census-taking may not have been so reliable as it has been since. If the population of Japan has more than doubled in fifty years, and the average rate of increase is still being maintained, it is obvious that the Government is confronted with a serious problem. And if the "waste regions of the earth are closed against her surplus population, she has, in order to support her growing population, to devote herself the more assiduously to the development of manufacturing industries, and this she can do only by exploiting the natural resources of other countries, for she is herself inadequately endowed in this respect. The foregoing figures supply the key to all Japan's external policies.

The exemption of cloth of native manufacture and hand-made cotton material in China has been extended for a further period of twelve months, dating from January 1st last.

It is proposed to organize a "Raw Silk Investigating Bureau" at Canton for the purpose of examining and classifying the product and improving the methods of silk manufacture.

The Board of Directors of the Shanghai Tag and Lighter Co. have decided to recommend a final dividend of 3½ per cent. on 10,000 preference shares and Tls. 4.75 per share on 20,000 ordinary shares.

A strike has been threatening on the Kwangtung section of the Canton-Hankow railway. The Managing Director has made an offer of an increase of \$3 per month in the pay of station masters; \$2 for clerks, and \$1 for coolies. It is believed that the offer will be accepted.

Commander André Epile Barbère, formerly in command of the French sloop *Affair* died somewhat suddenly last week in the Hospital Sainte Marie, Shanghai. The officer, who was only 44 years of age, had been ill only a few days.

It is stated that Mr. R. C. Morton, formerly of Hongkong and later general agent for the Pacific Mail Steamship Company at Manila has been appointed general manager for the Far East of the United States Shipping Board. Official confirmation of the appointment, however, has not yet reached the East.

The marriage of Mr. C. Cumberworth Todd and Miss Madeleine Hillier, daughter of Mr. E. G. Hillier, Peking Agent of the Hongkong and Shanghai Bank and British representative of the new Consortium, will be solemnized at the Church of St. Michel, Peking, on February 25th.

A Shanghai racing fixture card for 1922 shows that there are to be 33 days' racing through the year, of which four have already been worked off. The Shanghai Race Club will have 14 days, the International Recreation Club 18 and the Paper Hunt Club one. The recuperating interval is from June 8th to September 23rd.

It is stated that the Canton Bureau of Finance has decided to introduce taxes on business houses. Those required to pay in advance include the Canton Waterworks, Canton Electricity Works, the Sincere Co., the Sun Co., M. C. San & Co., and Wing On Co.

In recognition of his services to China, Mr. W. H. Donald, Associate-Chief of the Chinese Government Economic Bureau in Peking and Shanghai, has been decorated by the President with the second class Order of the Chiaho. It is reported that Mr. Lenox Simpson will be similarly decorated by the President shortly for his services to China during the recent Disarmament Conference in Washington.

On Saturday two customers in an eating house in Yau-mat-ti—perhaps feeling that they were not getting "their money's worth"—held up the staff at pistol-point and left with the contents of the till—about \$30. The book-keeper was shot at; a bullet embedded itself in his chair but he escaped without injury.

The Manager of the Kowloon Motor Bus Company states that in the early hours of Sunday morning his flat was entered by a burglar, who stole a gold watch and chain, two bangles, four Chinese scrolls, a quantity of clothing and a purse containing some money. The total loss is estimated at \$205. The door had been forced open.

After being knocked down by a ricksha, a boy went to hospital with a broken arm. On Saturday, a Chinese boy wounded another in the leg during a quarrel in Western Market. On Sunday, a man who had been bitten by a dog received treatment at the Government Civil Hospital. "The dog it was that died": the police saw to that.

For further service on the China station, the river gunboats *Tarantula*, *Cricket*, *Cockchafer*, and *Manit* are to be recommissioned. The new crews for the *Cricket* and *Cockchafer* will be supplied from Devonport Depot; and those for the *Tarantula* and *Manit* by Chatham Depot. Com. C. J. Crocker will recommission the *Tarantula*, and will succeed Com. E. B. Cleve as senior officer of the West River.

A man and his wife were robbed on the highway at Kowloon City on Saturday, by four or five men armed with bamboo cudgels. A ricksha coolie, on Saturday night, had a similar experience in the same district. A gang stopped him and took away his day's takings—70 cents—and his license. It is not thought that any member of the gang intends to impersonate the coolie and draw a ricksha about. That method of getting a living would strike the robbers as too laborious.

Heavy fines were imposed at the Old Bailey on an old-established City Chartered Accountants' firm found guilty of falsifying the income-tax returns. One partner, Pinfold, was sentenced to pay \$5,000, and the other, Ford, \$1,000. A clerk named Wilkie also slightly participated and was fined \$300. They were all ordered to be kept in prison until the fines were paid.

BOTTLED IN ENGLAND Ross's "R" BRAND PILSENER BEER



PER DOZEN PINTS

\$4.00

SPECIAL QUOTATIONS TO
CLUBS AND HOTELS.

SOLE AGENTS IN SOUTH CHINA
LANE, CRAWFORD & CO.

HONGKONG HOTEL GARAGE

TYRES AND TYRE SERVICE UNITED STATES RUBBER TYRES AND TUBES

New shipment just arrived 'Ex: s.s. "Suraga"

Size	Inch Sizes Fabric	Tyres	Tubes
26 x 3	Clincher	\$23.00	\$4.80
27 x 3	"	35.00	5.00
28 x 3	"	36.00	5.25
29 x 3	"	38.00	5.50
30 x 3	"	45.00	7.50
31 x 4	"	55.00	8.50
Size	Millimeter Sizes Fabric	Tyres	Tubes
175 x 105	Clincher	88.00	
185 x 105	"	73.00	
195 x 120	"	80.00	
205 x 120	"	82.75	
220 x 135	"	95.00	
235 x 135	"	98.00	
Size	Inch Sizes Royal Cord	Tyres	Tubes
32 x 3 1/2	Straight Side Non Skid	85.00	8.00
32 x 4	"	115.50	9.75
33 x 4	"	120.00	10.50
34 x 4	"	122.00	11.00
34 x 4 1/2	"	130.00	11.50
35 x 4 1/2	"	135.00	11.75
36 x 4 1/2	"	137.00	12.00
36 x 5	"	138.50	12.25
36 x 6	"	145.00	13.00
36 x 8	"	155.00	13.50
Size	Inch Sizes Nobby Cord	Tyres	Tubes
36 x 8	Straight Side Non Skid	180.00	25.00

VULCANIZING AND RETREADING

having recently installed

THE MOST UP-TO-DATE PLANT IN THE
COLONYSHOW ROOMS:
PEDDER STREET.WORKS:
RUSSELL STREET.

FINDLATERS'

"OLD TOM"

&

"LONDON" Dry Gins

The Connoisseur drinks these brands,
what further recommendation could we
give?

Agents for Hongkong & South China.

Messrs. CARTERS.

1A, Charter Road.

HONGKONG.



WHAT 1922 MAY BRING.

SIGNS OF RETURNING PROSPERITY.

The most heartening New Year message in the home papers was that of Mr. Felix J. Blakemore, the President of the National Chamber of Trade, who wrote:—

"To the people of England I send this as a message of goodwill—the New Year 1922 will see the advent of a prosperity it has not probably, hitherto experienced."

Mr. Blakemore's prophecies for the coming year include:—

A landslide in the cost of living.

A sixpenny 4lb. loaf.

Signs and portents are not lacking that 1922 is going to carry on the good work of 1921 in the slaying of the cost of living dragon which has shadowed so many homes for so long.

First comes the suggested reduction in the income tax, next April, being given as a tentative date for the new scale.

Ordinary railway passenger fares will probably join the downward rush early in the New Year, and the problem of their readjustment is now being inquired into.

HOUSES CHEAPER.

The price of houses has already fallen in many districts, a figure as low as \$800 being quoted recently for building houses at the Old Oak Estate, Hammermith. The 1920 price for the same thing was \$988; there is every hope in the coming year of the \$900 house!

Furniture, already much reduced, is still falling in price, as a result of the 40 per cent. to 50 per cent. drop in the price of timber.

The coming year will be a furnishing year for many who have denied themselves everything but the bare essentials ever since the war.

A reduction of 20 per cent. to 30 per cent. in the price of linoleums is definitely promised for early in the year, and its imminence is foreshadowed by linoleum sales in many shops.

Bus and tube fares will in all probability follow the tram, on which there has been a real reduction already.

The price of bread—an important item in so many homes—has already fallen, in spite of the withdrawal of the subsidy, to 9d., while the 6d. loaf is a distinct possibility in 1922.

COAL AT 49/-.

The fall in the price of coal, though not yet appreciable, has begun.

It is now possible to buy good house coal for 49s. per ton, and though this compares very badly with the 18s. of pre-war days, there is every prospect of further reductions.

The effects of the recent reductions of the railway goods rates have not yet begun to be felt.

The reductions will affect the whole of industry, especially the steel smelting districts, and the consequent economies will be reflected throughout the whole of the manufacturing centres of Great Britain.

The cost of living is bound to fall. It would seem as though the corner had been turned.

This time last year it stood at 169 per cent. above pre-war. Now it stands at 99 per cent., a reduction of 70 points!

NOT ALL SUNSHINE.

The picture of 1922 is not all sunshine, however. Rents are still grievously up, and so are rates, and there seems little prospect of either being reduced.

School fees are also still much above pre-war figures, and can only apparently be reduced at the cost of efficiency. As Lord Burnham pointed out in the *Daily News* a few days ago, economy, at the expense of education is not economy at all, but waste in its worst form.

Most important of all as a corrective to over-optimism, there is the great problem of the unemployed.

The first effect of reviving industry will probably be to re-absorb large numbers of those at present without work, and the reality of our future prosperity depends largely on the extent to which this is done.

Mr. W. L. Hichens, the chairman of Cammell's and one of Mr. Lloyd George's committee of business experts, thinks that the prevalent optimism is justified.

Lastly, there is the evidence of our export trade; although still badly behind previous years both in value and quantity, the figures do show a marked improvement over the last six months.

The total exports in June 1921 fell to £25,235,002. In November they had risen to £27,718,041, an increase of over £2,000,000!

Thus, with falling prices, revived trade, increase of exports, and cheaper living there is every chance that 1922 will really be "a happy New Year"—the happiest for the man in the street since 1913—*Daily News*.

PRINCESS MARY'S WEDDING DRESSES.

For the first time in history, the Royal English bride's wedding dress is to symbolize the Empire. Ex-soldiers and sailors belonging to the guild of embroidered will presently be entrusted with the silver-bordered satin train, whose ornaments of the Dominions will be worked in the lace and embroidery. India, the mince sprays, Australia, the maple leaf, Canada, the fern leaf, New Zealand, in addition to the rose, the thistle, and the holly, also the daffodil, representing Wales. The wedding dress will be draped with lovely English point lace worn by Queen Mary and other Royal brides before her.

CUTICURA HEALED BABY'S ECZEMA

On Forehead, Cheeks and
Shoulders. Very Restless.

"After my baby was three weeks old a rash came on his forehead, cheeks, and shoulders, and his little ears were swollen. All the pers were much inflamed, but being of such a tender age he was unable to rub himself, but was very restless. I had him treated and was told it was eczema. Then I decided to try Cuticura Soap and Ointment. They gave relief at once and now my child is perfectly healed." (Signed) Mrs. E. A. Pallant, 41, Oxford Rd., Clarendon Park, Leicester, Eng.

Use Cuticura Soap and Ointment for all eczema, rashes, sores, to cleanse, soothe, and heal.

See Dr. Chamberlain's, 24 and 26, 64, Sold throughout the Empire. For sample, send 10c. to Dr. Chamberlain, 24 and 26, 64, 100, N. York, U.S.A. Also for small orders with price. *Note: Cuticura Soap shaves without hurt.*

23-16

Sciatica

—ouch! a touch of pain. There's no need. Half a teaspoonful of Kruschen Salts in hot water every morning, then good-bye Sciatica. Enough for two months in a bottle.

Kruschen Salts

A. S. Watson & Co., Ltd., Sole Agents in Hong Kong and Southern China.



THE SILVER MARKET.

Messrs. Montagu's annual bullion letter dealing with the question of the probability of Indian absorption of silver in the near future concludes that the possibility of the absence of Indian coinage owing to the increasing circulation of notes and large treasury reserves of coin will be more than set off by the increased demand of silver from Indian bankers, in consequence of the prosperity which may be expected in India. The letter considers that the prospects of substantial support to the silver market from China are good. It estimates that world stocks at the end of 1920 (1921) were as follows: London 4,000,000 ounces, Shanghai 50,000,000 ounces, India 4,000,000 ounces. Nearly ten million ounces were on the sea. The world output for 1921 is estimated at 165 million ounces.

GOLDEN BALLOT CASE.

At the hearing of the "Golden Ballot Case" at the Marylebone Police Court, on the 15th ult. with the exception of Mrs. Baily, all the defendants, Major-General Sir Geoffrey Fielding, Mrs. Hilda Loyal and Mrs. Stewart were committed for trial at the Central Criminal Court and admitted to bail. The Magistrate said that the prosecution's contention was that the defendants in effect offered £10,000 to £1 that the participant of the ballot would not make the best guess in regard to the 18 who would head the poll in a mock parliamentary election. Put thus, it clearly amounted to bribery. He had not decided whether the contention was sound or not, but thought it clearly arguable.

Two thousand guests are being invited to Princess Mary's wedding. The work of providing extra seating in the Abbey has commenced. The King and Queen have accepted an offer by the National Association of Master Bakers, Confectioners and Confectioners to give the wedding cake. M. Millerand, as presenting a dinner service of Master Bakers' portraits.

WORLD THEATRE

Hongkong's Most Modern Picture Palace.
Entirely Under British Management.

5.15 pm & 9.15 p.m. performances

MITCHEL LEWIS

KING SPRUCE

6 PARTS.

From the Novel by Holman F. Day.

2.30 & 7.15 p.m. performances

ELLEN SEDGWICK in "DIAMOND QUEEN"

Episodes, 14 & 15.

USUAL PRICES. BOOKING AT THE THEATRE.

WAYGOOD-OTIS LIFTS

For particulars and quotations apply to

The Sole Agents—DODWELL & CO., LTD.

MACHINERY DEPARTMENT.

TELEPHONE 1030.

THE EAST ASIATIC CO., LTD., COPENHAGEN

The M/S. "CHILE"

will be loading for ROTTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN PORTS.

About 27th January.

Further Sailings.	Expected on or about.	Will leave for above ports on or about.
M/S. "Asia"		8th Mar.
S/S. "Africa"		15th Mar.
M/S. "Kina"		
M/S. "Tongking"	25th Feb.	1st April
M/S. "Malaya"	1st Mar.	12th April

Subject to change without notice.

For further particulars please apply to:—

MANNERS & BACKHOUSE LTD

Agents.



He's Happy!

A 5 year baby grows happily from month to month he needs a changing food to keep him strong and contented. THE ALLENBURYS FOODS contain graduated proportions of the elements essential to your baby's brain and body development.

Allenburys Foods

SMILE FOOD No. 1 - From birth to 3 months
MILK FOOD No. 2 - From 3 to 6 months
MALTED FOOD No. 3 - From 6 months onwards

Obtainable of all Chemists

ALLEN & HANBURYS Ltd., London



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AGENTS for Hongkong

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Chairman.

**SCOTTISH LETTER.**

DERELICT SCOTTISH MANSIONS.
ABERDEEN AND THE TEA CLIPPERS.

[FROM OUR OWN CORRESPONDENT.]

Edinburgh, January 11th.
Regret and sympathy will be awakened by the intimation made by the Marquis of Linlithgow that, "owing to the present very high rate of taxation, local and Imperial," he will be compelled to close his great mansion of Hopetoun House, near South Queensferry and Rosyth. It will remain one of the chief architectural ornaments of the district; but it will be, for a time at least, an empty shell from which the spirit has departed. Lord Linlithgow states, what can be well believed, that the decision to close his establishment has been forced on him by necessity which has left him "No alternative."

The closing of Hopetoun, like that of Gosford by the Earl of Wemyss, and of other great and historical seats in the Lothians and elsewhere, is the inevitable result of economic and other causes which are everywhere more or less operative. It is a sign of the times. Taxes and rates eat more and more into a diminishing margin of estate profits, until in many cases it has entirely disappeared and left a balance on the debit side. This process has been recently illustrated from the accounts of the Buccleuch estates, and of other large, landed Scottish properties. The latest instance is that of Arndilly estate, near Craigellachie, the accounts of which brings out an annual loss of £250, the disbursements, apart from taxation, being confined to wages and other necessary outlays. The singular fact is exhibited that, at a time when there is an unexampled demand for house accommodation, houses beyond a certain size are not only a drag in the market for selling or letting, unless they can be converted to other than their original purpose, but an intolerable burden, which the owners are compelled to get rid of by leaving them derelict.

This is illustrated by facts and figures that have recently been published in the Estate Market reports. It appears to have become more marked with the arrest of the boom in the price of houses and landed property. Even in the case of houses of moderate size, their selling price is still far less than the cost of building them at the present rates of labour and material. It is stated by one real estate agency that, in spite of the recent fall in the prices of materials, and labour, the cost of building is still 21 times what it was before the war. Even if all material, external and internal, were provided for nothing, the expense of building would still be much above the pre-war standard, it is "almost entirely due to limitation of output."

THE CLIPPER SHIPS OF ABERDEEN.

A romantic story could be written around any port in Scotland, although in its way Aberdeen is unique. Dundee's story is also outstanding. While Aberdeen was the pioneer of the great racing clippers which brought Britain world-wide fame as well as commerce, Dundee had the great whaling fleet, the trading adventures in the icy North, and the building up of its staple industry of jute with India. And the same romance surrounds other seaports both in the East and West of Scotland. But Aberdeen is fortunate in having one more capable historian in Mr. V. E. Clark in a volume just published "The Port of Aberdeen."

THE EASTERN TRADE AND AMERICAN RIVALRY.

The Scottish Maid, built in 1839 to compete with the paddle steamers between Aberdeen and London, was the pioneer of the clipper-built ships. And the first British clipper to enter the China seas to compete with American opium clippers was the *Torrington*, built by Alexander Hall & Co., Aberdeen. That was in 1845. But the fame of Aberdeen is based on the great tea clippers. In 1844 the repeal of the British Navigation Laws threw open our foreign markets to the world, and brought out mercantile marine into direct competition with that of other nationalities. The American clippers seized the opportunity to enter the British tea trade in which for a time they held supremacy, wresting the trade of London out of the hands of English shipowners. To prevent the complete extinction of this valuable trade, we had to bestir ourselves, and in 1850 Messrs. Hall & Co., Aberdeen, received an order to build a clipper which would combine the fine and heavy rig of the American ships with the superior strength of our own. The *Chrysolite* started on her maiden voyage in 1851, reached Hongkong in 102 days, and, with her cargo of tea, made a magnificent run home, overtaking first the *Memnon*, then the *Havannah* and *Fly*, three noted racing clippers, and arriving in Liverpool after a voyage of 103 days from Whampoa. The British clippers, however, were scarcely equal to their American rivals. But in 1852 Hall & Co. built the *Argonaut*, a 1,250 tons vessel, the first to equal, if not surpass, the speed of any American competitor. In 1853 others were built, all fine vessels, but absorbed.

THE AUSTRALIAN TRADE.

The clippers were not exclusively used in the China trade; some of the finest vessels traded to Australia. Indeed, the Aberdeen White Star Line, owned by Messrs. George Thomson & Co., brought Aberdeen to the highest pinnacle of fame in the shipbuilding world. The firm's connection with Australia began in 1843, and the pioneer of the White Star clippers was the *Phœnician*, the first regular trader to Australia. There were no clippers about then those engaged in the "wool" trade between Britain and Australia, and it is interesting to note that many of the Aberdeen built ships navigated the coasts of Australia when Melbourne and Adelaide were mere villages.

THE TEA CLIPPERS.

The tea clippers were at their best in the sixties. With the ousting of the Americans, the fight for supremacy was carried on between the British designers, and for some time the Clyde-built clippers were unrivalled. Such vessels as *Sir Lancelot*, *Tasping*, *Taitania*, *Arctel*, and *Sereia* were hard to beat, and according to some authorities, were unequalled until the launch of the *Thermopylae* again brought Aberdeen to the front. "Keen as a knife below the water line, yet swelling gracefully into proportions good for stability," were the masterpieces of the Aberdeen builders, the *Flying Spur*, *Black Prince*, *Pygmy*, and *Yangtze* of Hall & Co., and the *Jervaulx*, *Thyatira*, and *Thermopylae* of Hood & Co.

The *Thermopylae*, launched in 1869, made her first voyage to Melbourne in 60 days, averaging a daily run of 175 miles. Her record day's run was 330 statute miles, a feat exceeded by no sailing ship before or since. She was commanded by Captain Kemball, who won the tea race in the *Yangtze* in 1867. The interest in the tea races in 1869 was doubled when it became known that the *Thermopylae* had been chartered to go to Foochow and load with tea for London. Three ships broke the record—*Home*, *Sir Lancelot*, *Thermopylae*, and *Titanic*; but Aberdeen failed to beat the Clyde, the *Sir Lancelot* carrying off the palm for an 89 days' voyage to the *Thermopylae*'s 91. There was little to choose between the *Thermopylae* and the *Cutty Sark*. The *Thermopylae* made the best passages during the '70's, the *Cutty Sark* during the '80's. Ere that time, however, the great days of racing clippers had begun to wane.

GOLF PROBLEMS.

One of the good points about golf as a pastime is that it has no close season. There are few days when play is not practicable, and on these rare occasions the enthusiast may at least argue about the game. At present he need not look far for controversial material. Golf legislation is a comparatively new feature in a very old game, and, like most legislation, it threatens to develop partisan views. When the governing authorities last year embarked upon a measure of standardisation of the golf ball, it was predicted that they would not have their troubles to seek. The standard ball has failed to restore the lost balance between the power of the ball and the length of the holes, and although it has not yet to be ruled out as an unsuccessful experiment, the announcement that tests are to be carried out in the ensuing season with balls larger than that made last year to official specification is an indication that the authorities themselves are convinced of the futility of their first round may still play with any kind of ball, and after all, they make up no small proportion of the devotees of the Royal and Ancient game.

While the future of the ball is being moulded by the manufacturers and their advisers, under legislative control, the question of the conditions under which the Amateur Championship should be played is likely to be keenly discussed. The difficulty here is to find an adequate test for players who have something more than ambition to support their title to compete. A petition in favour of instituting a qualifying stroke competition, and making the subsequent matches each over 3 holes—instead of 18, apart from the final—has been largely signed, but there are objections to both which may yet lead to the formation of a group of "diehards" among the legislators of golf. Their task will not be easy, nor will that of the player who survives such an ordeal as is proposed; but if aspiring champions desire these conditions, the rest of golfing humanity need not object, though as a spectacle the Amateur Championship will gain nothing by the change.

HOLED IN ONE FIFTEEN TIMES.

For the fifteenth time Sandy Herd, the former Open Gold Champion, has holed out in one. This is easily a record, for Braith, who is next on the list, can only lay claim to eleven such feats. Strangely enough, Harry Vardon has only once in his long golfing career done a hole in one stroke.

A NEW-YEAR TRAGEDY.

I have just received particulars of a New Year tragedy which has caused a profound sensation in business and social circles in Glasgow, where the victim is well known. This Glasgow gentleman visited a friend in Edinburgh the other evening and was asked, "Will you have a whisky and soda?" His response was immediate, but having no liking for soda, he said, "I'd prefer water, if you don't mind." His host, a teetotaler, brought him a glass of water, and there was "no thing doing" for the rest of the evening.

IRRITATED & INFLAMED EYE

can be directly traced in many cases to the Sunday Motor trip and Golfing. The dust from sections of the road, roads contain a decided eye irritant. A suggestion for these trips would be to keep the windshield up and to use a pair of Sun glasses. Sun glasses of any pattern with either Crookes, Laid, Biscuit, Amber, London Smoke, or Blue lenses are obtainable at very moderate prices from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent manufacturing optical establishment in South China—located in 53, Queen's Road Central, (opposite to the Singer Sewing Machine Company.—ADVT. [10]

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SANDAKAN
STRAITS & CALCUTTA
MANILA
"WAISHING" ... Thurs. 23rd Feb. 8 P.M.
"LOKSANG" ... Thurs. 23rd Feb. 10 A.M.
"OHUNTSANG" ... Thurs. 23rd Feb. 10 A.M.
"MAUSANG" ... Thurs. 23rd Feb. Noon.
"FOOKSANG" ... Thurs. 23rd Feb. 3 P.M.
"YUENSANG" ... Thurs. 23rd Feb. 3 P.M.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta, steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

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HAI PHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Iloilo when convenient.

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TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Choochow.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

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"S.S. 'FOOKSANG'" will be despatched on or about

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M.V. "GLENAMARY" 24th Mar. LONDON, ROTTERDAM, H. H. VOS & ANTWERP.
M.V. "GLENARA" 2nd Apr. GENOA, LONDON, ROTTERDAM & HAMBURG.
M.V. "GLENARIFFE" 18th Apr. do.

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"BARBAR"	5,400	1st Mar.	Marseilles, London & Antwerp
"SICILIA"	5,700	14th Mar.	Singapore, Colombo & Bombay
"REIVA"	5,017	14th Mar.	Marseilles, London & Antwerp
"DEVANHA"	5,072	29th Mar.	do.
"NOVARA"	5,850	12th Apr.	do.
"KALYAN"	5,897	10th Apr.	do.
"FLASSY"	7,294	10th May	do.
"SICILIA"	5,700	18th May	Singapore, Colombo, Bombay
"DONGOLA"	5,000	24th May	Marseilles, London & Antwerp
"KHIVIER"	5,000	7th June	do.
"BOUDAN"	5,700	14th June	Singapore, Colombo & Bombay
"KASHMIR"	5,418	21st June	Marseilles, London & Antwerp
"KARMA"	5,100	18th July	do.

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"EASTERN"	4,000	6th Mar.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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"TAKADA"	7,000	27th Feb.	Shanghai and Japan
"DEVANHA"	5,100	28th Feb.	Shanghai & Japan

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SHINYO MARU	15,000	Mar. 8th	Mar. 8th
PERSEA MARU	15,000	Mar. 31st	Mar. 31st
TAIYO MARU	15,000	Apr. 4th	Apr. 4th
SIBERIA MARU	15,000	Apr. 24th	Apr. 24th
TENYO MARU	15,000	May 1st	May 1st

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ANYO MARU	15,000	Mar. 21st	Mar. 21st
SEIYO MARU	15,000	May 1st	May 1st

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